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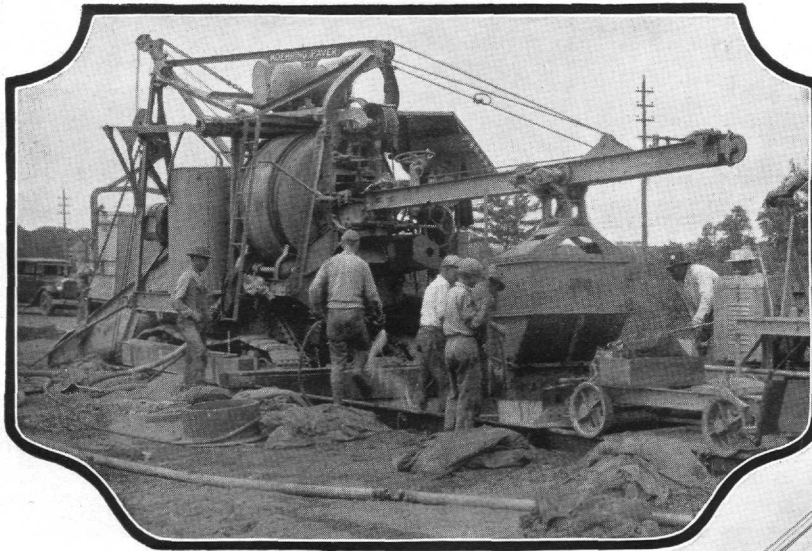
Paving the Sunrise Highway Long Island

LONG Island, New York, will have a concrete highway, forty feet wide, the full length of its one hundred and twenty-five miles, stretching from Queensboro to its eastern tip, off the Atlantic seaboard. This modern thoroughfare has been named "Sunrise Highway", and when completed, will exemplify another step in America's progress toward adequate traffic facilities.

Three Koehring Heavy Duty Pavers were used in paving the first sixteen-mile section, which leads east from Queensboro. Dividing this sixteen-mile unit into three parts, a Koehring Paver was placed on each, with proper material-handling equipment to accompany each paver.

To further eliminate chances of costly delays, two Koehring Heavy Duty Cranes were used in handling the sand and gravel at the proportioning plants. Thus, through careful selection, the contractor built up dependable paving units which would hasten the completion of this important section of the new Sunrise Highway.

Such organization of Koehring Heavy Duty equipment in highway construction is not unusual—it may be found in almost every state in the Union and in many foreign countries. The contractor-engineer, the world over, recognizes the value of dependability.



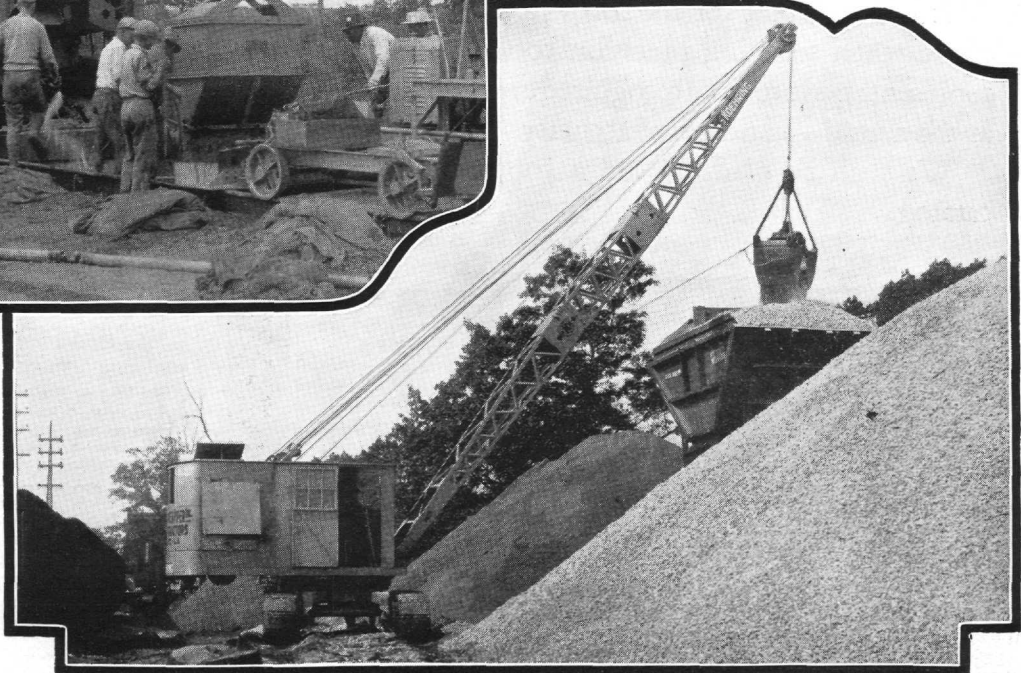
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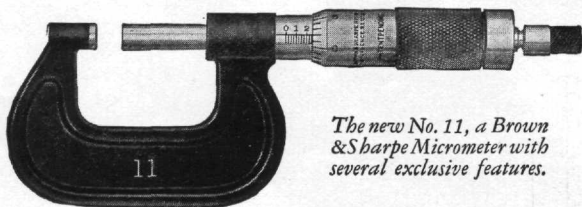
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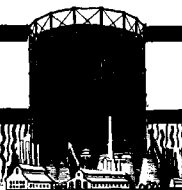
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The Great Northern Electrification

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nel in America. Besides shortening the present route 7½ miles, it will bring the maximum elevation below the level of excessive snowfall. Preliminary to its construction, and as an earlier step in the ultimate electrification of all trans-Cascade trackage, the section between Skykomish and the entrance to the present tunnel was electrified in 1925.

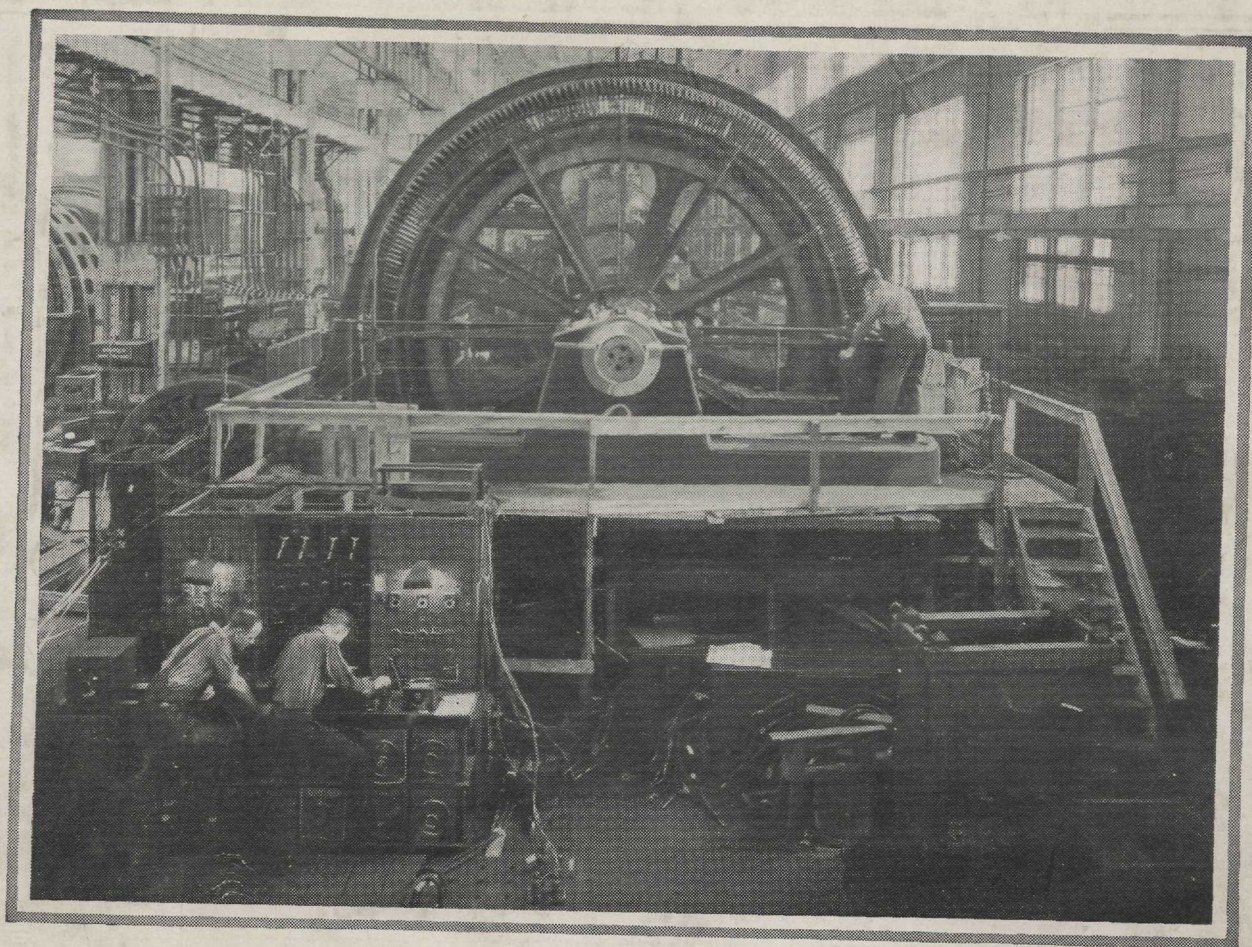
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izations. Westinghouse attracts young men of enterprise and genius because it daily provides facilities and opportunities which smaller companies can seldom offer.

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